The member next spoke about the co-operative movement in the State and the working of the co-operative societies. Co operative movement was greatly beneficial to the poor people of the country. There were altogether 1,900 societies in the State. For the efficient working of these societies the Government should exercise greater control over them. The officers of the Co-operative Department did not receive sufficient encouragement at the hands of the Government. They had not also the requisite training in co-operative work. The inspection work done by the Inspectors of the department was not satisfactory. The co-operative societies, if efficiently worked, would be a source of unmixed blessing to the people at large. The introduction of Village Panchayats combined with the encouragement of the co-operative movement in the State would greatly help the Government in the rural reconstruction of the State.

DEWANS' REPLY: The Village Panchayat Regulation, Mr. Cheriyan, is in force. Five *pakuthies* are going to have Village Panchayats; and, no doubt, if the experiment is successful, it will be extended.

Government view with sympathy and watch with careful attention the activities of the co-operative societies. But it is a matter in which non-officials could help very much. It depends very much on that; in what directions their activities can be extended will be explored.

136. Schemes for the development of the State.

MR. K. GEORGE JOSEPH (*Minachil taluk, Group II*) said that any scheme for the development of the State mainly consisted in opening up the country, in utilising in all possible ways its industrial resources, in affording facilities for trade and in providing increased and better civic amenities for the people.

The construction of the Quilon-Ernakulam and the Ettumanur-Mundakayam railway lines was the most important item to be considered in any scheme devised to open up the country. It had been stated that the project estimates and plans of all the lines surveyed, were under preparation, except the estimate for the Trivandrum-Nagercoil line, which had been completed. But it was not known for what particular lines estimates and plans were under preparation and whether the Government intended to arrange for the construction of these lines in the near future. The construction of the Quilon-Ernakulam line, the Ettumanur-Mundakayam line and the Trivandrum-Nagercoil line should be taken up immediately. At the Investiture Durbar, His Highness the Maha Raja stated that, in spite of the prominent place which Travancore occupied among the Indian States, she had not received her due recognition from the outside world. Geographical isolation was one of the main causes for this obscurity. This defect could be removed by providing greater facilities for traffic which people outside could rely on at all times and seasons. It might be argued that motor traffic would fulfil the purposes of railways. But it was only a minor means of

LIBRARY ARCHIVES Kerala Legislative Assembly

transportation. Besides, it was unsuitable for the transport of heavy luggage. Water transport too was also defective in that it was slow. The argument that railway projects were not profitable from a business point of view was not correct. In India, it was working profitably until the trade depression set in. Railways must be constructed by all means and at all costs. It was the chief way of developing a country. As the competition of motor traffic was one of the causes for the reduction of railway earnings, motor traffic on roads parallel to railway lines should not be allowed. Motor service concerns had always been losing concerns. The question of financing the railway scheme should not baffle a Government like that of Travancore whose financial position was sound. A certain amount of debt incurred for the purpose would do little harm. The treasures in Hindu temples could also be advantageously utilised for such constructive schemes, provided a reasonable interest was paid on the money borrowed. Of the lines already suggested, the Quilon-Ernakulam line and the Ettumanur-Mundakayam line should be given precedence. Facilities of communication were few in North Travancore. Being nearer to the Alleppey port and the Cochin harbour, the North Travancore lines would be paying. The Ettumanur-Mundakayam line would connect the highlands of Peermade, famous for its tea and rubber, with the Cochin harbour. Minachil and the neighbouring taluks through which the line was projected supplied almost exclusively all the pepper, ginger, turmeric and other hill products exported from the State.

Next in importance to the railways was the construction of the Kottayam-Alleppey road. This road would serve as an extension to the Kumili-Kottayam road and would connect the highlands and the other parts of North Travancore with the sea-coast and the Alleppey port. The road would also check the diminution in importance of the Alleppey port, with the opening of the Cochin harbour.

It was highly gratifying to note that the Government had realised the importance of harnessing the waterfalls in the State in order to generate cheap electrical energy. The proposed Pallivasal Hydro-Electric Scheme or any other feasible scheme should be put in hand at an early date so as to make electric power cheaply available for industrial and domestic purposes.

The full utilisation of the industrial resources of the State was another matter which should engage the serious and immediate attention of the Government. Travancore has all along been an essentially agricultural country. But agriculture alone could not supply the wants of the increasing population. The question of providing for the unemployed in the State was a serious problem. Industry was the only field which had not been fully explored in the State. Minor factory and cottage industries such as the manufacture of sugar, paper, leather and rubber goods, glassware, silk goods, medicines and matches, could be profitably promoted in the State. The services of experts should be engaged to explore all possibilities of progress in this direction.

LIBRARY ARCHIVES Kerala Legislative Assembly

The export and import trade of the country needed thorough scrutiny. It was the foreigner who quoted both for exports and imports. If a trade agent was appointed by the Government in London or elsewhere, he would be able to find out the best markets for the local products.

In spite of all that had been done for the advancement of education among boys and girls, the question of adult education was totally neglected in the State. One of the easiest ways of spreading education among adults was the establishment of libraries and reading rooms. The libraries in the State numbered only 31, of which only one was run by the Government. There should be a Government library and reading room at the headquarters of every taluk.

Another problem that confronted the State was the beggar problem. A few poor-houses should be built in different parts of the State so that the beggars could be fed and sheltered. They could with advantage be taught useful cottage industries also.

By way of civic amenities, provision should be made in every town for recreation grounds. This was indispensable for promoting the general health of the town folk.

DEWAN'S REPLY: All your suggestions, Mr. Joseph, deserve very serious consideration and attention, especially those dealing with the revival and extension of industries. No time will be lost in coming to a decision about the development of railway extensions. You are correct in saying that the survey of the Trivandrum-Nagercoil line has been completed. An estimate has been submitted, and the Quilon-Ernakulam and two other railway lines in North Travancore have also been surveyed, and reports and estimates are awaited. The other line you mentioned, *viz.*, the Ettumanur-Mundakayam line, is not to be proceeded with. The survey has been dropped.

The construction of the Kottayam-Alleppey road will be very costly. We have no funds for that at present.

The investigation of the Pallivasal Hydro-Electric Scheme is proceeding now; and there is no doubt that this matter will assume greater importance in the future.

Your suggestion for the utilisation of the industrial resources of the State and for the improvement of trade will receive careful attention.

137. Certain general needs.

MR. K. C. SHADANANAN NAYAR (*Nominated*) prayed for a long life and prosperity to His Highness the Maha Raja. He also congratulated the Dewan on his appointment.

Passing on to his subject, the member first represented about the necessity of deepening to five feet depth the following canals in the Kizhkulam pakuthi:—

(i) the canal from the western side of the Tengapattanam bridge to Kizhkulam;

LIBRARY ARCHIVES Kerala Legislative Assembly